

SERVICES OVER NOTABLE DEAD

Choirs Chant and Ministers Pronounce Eulogy in Presence of Many Mourners At Hanna's Funeral

Cleveland, Feb. 19.—The funeral services over the body of Senator Hanna were held today in the St. Paul Episcopal church. Shortly after noon the coffin was taken from the Chamber of Commerce and the funeral procession marched to the church, two miles away. The body was met at the church door by the officiating preachers, Right Rev. W. A. Leonard, bishop of Ohio; Dr. G. H. McGraw, rector of St. Paul's church; President W. E. Pierce, of Kenyon college, and Rev. W. H. Jones, rector of St. John's Episcopal church, of which Mr. Hanna was a member. St. Paul's choir chanted the psalms, beginning "Lord, let me know the number of my days, that I may be certified how long I live," and "Lord, Thou hast been our refuge from one generation to another."

President Pierce read a lesson from First Corinthians, 15th chapter, 20th verse, to the end of the chapter.

"Lead, Kindly Light," the favorite hymn of the senator, was sung by the choir, and then followed the funeral oration by Bishop Leonard.

The eulogy was followed by the hymn, "Forever With Thee, Lord," Dr. McGraw read the creed and prayers, and Bishop Leonard, assisted by Rev. W. H. Jones, followed with the committal service. The anthem, "Lord, Let Me Know Thy Name," and the benediction by Bishop Leonard concluded the services.

As a mark of respect for the dead, business was abandoned from 12 to 2 o'clock throughout Cleveland.

Singular Bill Is Presented

Boarding House Men Want Pay for Entering Sailors From Ship Glenesslin.

(Portland Journal.)
To furnishing a crew of 12 men for the British ship Glenesslin at \$55 per man \$660
For putting the 12 men aboard the ship at \$1 per man 12
For services rendered in inducing seven men to leave the ship at \$20 per man 140
Total \$812

This is a copy of a bill which was presented for payment yesterday by Sullivan & Grant, sailor boarding house masters, to Meyer, Wilson & Co., local agents of the British ship Glenesslin. Excepting the last item of \$140 the bill was promptly paid, but it is very probable that amount will always remain as an outstanding account. The ship's agents turned it down with vigor.

Captain Pritchard, master of the vessel, was summoned and admitted that the bill was correct, and that Sullivan ought to be paid. He acknowledged that the boardinghouse keepers had been employed to take seven men from his ship, for which service they were to receive \$20 a man.

To say that the agents were surprised upon hearing the facts in the case would be putting it very mildly. The Liverpool firm they represent has always been foremost among those who denounced the crimping courses of Portland and Puget sound. They have always taken the stand that seamen were to be protected in every possible manner from the "land sharks" of the Pacific coast cities. Frequently communications have been received from them by local exporters deploring the state of affairs that prevail here. They had gone on record time and again as being friends of the sailor and urged that he be accorded fair and just treatment. It was insisted by them that every effort should be made to keep the sailors on board until their articles of agreement expired and that they be paid every dollar coming to them.

Sullivan has often stated that the skippers coming to this port are just as crooked as he. He has said numberless times that he has in his possession letters from various captains requesting him to take their men from their ships. "What is the good of a sailor boardinghouse commission?" inquired a prominent skipper this morning, "when the captains are guilty of such acts as that of Pritchard. It might be an easy matter to prevent the sailor boardinghouse men from boarding the ships if the captains would do what they can to prevent it. But instead of that many of the captains, at least, invite the crimps aboard and make a deal with them by which the sailors are to be gotten rid of in some manner. The bigger pay roll the sailor has coming the more likely is he to be driven away from a ship."

"This is nothing to make a howl about; I'm doing this right along," said Larry Sullivan, keeper of the sailor boardinghouse. "Captain Pritchard paid me \$140 for taking the men off the ship after Meyer & Wilson refused to honor the bill. The seven men I took off had from \$130 to \$140 apiece coming to them. That amounts to pretty close to a \$1000. By hiring me there was a saving to the owners of the difference between \$140 and about \$1000. Pritchard was undoubtedly acting under instructions from his owners."

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Ann Is Dead Again.
London, Feb. 19.—A special from Canton says that it is reported in official circles there that the Dowager Empress of China is dead.

The Chinese legation here has heard nothing of the reported death of the dowager empress, and discredits it. Neither Canton nor Hong Kong is a reliable source of news.

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Report	TIME SCHEDULES From PORTLAND	Arrive
Chicago Portland special 2:15 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	5:25 p. m.
Atlantic Express 8:10 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	9:30 a. m.
St. Paul Fast Mail 7:45 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago, and East	8:00 p. m.

OCEAN AND RIVER SCHEDULE

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7 a. m. All sailing dates subject to change. For San Francisco every five days.

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COLD WEATHER CAUSES SHORTAGE IN SHINGLES

Mills Can Not Run and Demand of Eastern Market Is Likely to Raise the Price of Material in Marked Degree.

a reduction of 1500 cars in the shingle output from this state.

During the month of January it is estimated not to exceed 500 cars of shingles were shipped from the state, and many of the mills were closed. Most of those that continued operations ran only to fill book orders. A shortage in the output for December that would have been marketed in January contributed to a shortage of approximately 3000 cars by the first of this month. If the mills remain closed during the February cold snap it is estimated the shingle shortage will reach 4500 cars.

There are few, if any, stocks on hand either on the coast or in the east, and probably not to exceed 500 cars in transit, whereas a year ago there were fully 1500. All these circumstances contribute to a strengthening of the shingle market, especially as the eastern trade is preparing for a heavy consumption of Washington shingles.

It may be that the shingle price list will be advanced this week, and in any event a sharp increase is expected within a few days. The price list now in effect is from 35 to 40 cents under the rate that was attempted to be enforced a year ago and market conditions are better now than they have been for months. As a result it is anticipated sharp advances will follow before the spring trade opens.

The cold weather and snow on the west side has closed nearly all the shingle mills in the state, says the Post-Intelligencer of recent date. In the northern counties snow is reported to be from one to three feet deep, making the operation of shingle mills almost an impossibility.

An effort was made to open some mills this week, but the cold weather compelled them to close. The shingle mills are open on almost all sides and little shelter from the weather is afforded the machinery or weavers, save overhead. Successful shingle weaving depends upon the dexterity of the employees and men cannot handle shingles in cold weather fast enough to justify the mills in attempting to run.

Some of the shingle mills are unable, during a cold snap to keep their steam up. The pipes are not protected against freezing weather and the steam cannot be carried successfully to the machinery. As a result very few of the mills are in operation.

So far as the trade is concerned the news is received with little regret. Every week the shingle mills are closed means a falling off of fully 700 cars in the state output. There is little prospect of the weather moderating in time to permit the general resumption of operations during the present week, and the close-down may continue during the following week. This would mean

BUSINESS IS SUCH THAT WAGES WILL BE ADVANCED

New York, Feb. 19.—The most striking news of the business week, as shown by special telegrams from correspondents of the International Mercantile Agency throughout the United States and Canada is found in Pittsburgh, advises that constituent steel corporation companies making steel bars find the improvement in demand sufficient to warrant discussion of a voluntary offer to advance wages a month hence. Quite as significant are reports to the International Mercantile Agency from New England that the volume of railway traffic there in general merchandise lines is 15 per cent heavier than a year ago, that it is heavier than a year ago on roads centering at Chicago, Duluth and the "Twin Cities."

As St. Louis and New Orleans are but slightly below last year's total at Pittsburgh with volume increasing. This, in the face of interruptions to traffic by snow, ice and extreme cold weather, presents a more favorable situation respecting distribution of goods than had been supposed. Prices of shoes are to be advanced soon. Smaller New England cotton-mills may have to shut down during the summer months owing to uncertainty of prices and supplies. Conservative southern advisers say many interior buyers are unquestionably loaded with high priced cotton and unless prices advance effects may be felt later. Further investigation concerning winter wheat and range cattle shows that recent severity of the weather has caused only nominal losses in either direction.

Western Pennsylvania expert opinion inclines to the view that there will be no strike of bituminous coal miners between the Alleghenies and the Marcellus, where operators have refused to meet demands made.

At the southwest, spring trade has been most active. Chicago packers have large orders abroad, believed to be on account of the war in the far east.

The only thing in railway grain rate cutting which has attracted attention was the effort to explain. It is without significance. Foreign war complications have stimulated wheat prices to the highest point reached in six years. Baltimore jobbers will be able to supply the bulk of orders on hand, but will not handle as much business during the spring as if there had been no fire. Less trade than expected has gone elsewhere. The city's financial loss over and above insurance is estimated at from \$40,000,000 to \$75,000,000.

General trade in the Dominion of Canada continues quiet. Interest is taken in the proposed reorganization of Consolidated Lake Superior as the Canadian Improvement Company, in which, it is said, the government will become financially interested. The business community is interested in the apparent hitch in the ratification of the arrangement between the Grand Trunk Pacific and the government. It is regarded as certain, however, that the new transcontinental railway will be constructed. The expenditure, it is thought, will involve \$100,000,000.